

No Shoes, No Travel Policy in Ozamiz City: A Case Study

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ABSTRACT

The No shoes no travel policy declares that it will secure and protect its citizens, particularly motorcycle operators or drivers and their passengers, from the devastating and extremely injurious effects of fatal or life-threatening accidents and crashes. This study determined the cause and insight of the motorist towards the experience of ordinance in No Shoes, No Travel Policy in Ozamiz City, Misamis Occidental. It composed five motorists, who were voluntarily participated the study, and was selected through the following inclusion criteria: 1) driver not less than five years; 2) residence in Ozamiz City, and; 3) have experience in committing traffic violation. There were four (4) themes identified in the study, namely environment condition and emergency pushes a driver to commit a violation, wasted money as a result of a violation, calmness and acceptance in the violation and realization and understanding the purpose of the ordinance. The findings of the study shows that motorists face a variety of issues, which causes the drivers to break the ordinance as a result of the poor weather condition, makes them to disregard the ordinance regulating their safety. It was recommended to the drivers that always have a spare pair of shoes so that if one gets wet it may be replaced with a dry one, and be extra careful in wet weather. The researchers further recommend drivers to obey the ordinance in order to avoid paying a penalty that beyond their financial means, as well as to avoid large medical expenses in the hospital if they get injured or wounded as a result of disregarding the ordinance.

Keywords: Driver, Motorist, Ordinance, Traffic, Violation

1. Introduction

The motorcycle is one of the most popular vehicles all over the world because of its low cost, capacity to transport people to any destination, and ease of squeezing through traffic (Olubomehin, 2017). It is a minor subset of all motor vehicles and one of all country's most straightforward modes of land mobility (Dorocki & Wantuch-Matla, 2021). It is compact and thin, provides less protection than inside a vehicle, and is designed for substantially faster speeds and performance levels than automobiles since it is one of the world's most dangerous ways of transportation (Guerra, 2019).

According to data collected from the United Nation (UN), motorcycles have a mortality rate of 72 per 100,000 are engaged in a fatal accident, whereas 13 automobiles out of 100,000 (Flaherty et al., 2020). Motorcyclists are also 35 times substantially more prone to be involved in a deadly accident for every mile driven. A motorcyclist is injured in 98 percent of multi-vehicle incidents and 96 percent of single-vehicle accidents (Manan et al., 2018). Furthermore, motor vehicles are also 26 times more likely than automobile passengers to die in a traffic collision and five times more exposed to being injured. In addition, every year around 1.3 million people's lives are brought to an end as a result of a traffic accident. Based on the calculation of World Health Organization (WHO), 20 to 50 million or more people suffer non-fatal injuries, with many incurring a disability as a result of their injury which is increasing every year (Zhang & Sussman, 2019).

Even though some nations have adopted strict policies to protect citizens from the devastating and very harmful impacts of deadly or life-threatening accidents and wrecks, there are still motorcyclists who break the ordinances (Toumeh et al., 2021), just as they do in Asia such as Indonesia, most traffic violations were mostly committed by young drivers. Surprisingly, despite being thought to have a greater grasp of traffic signals than others, they are ranked third as traffic offenders (Joewono & Susilo, 2017).

Moreover, Ozamis City is not a metropolitan area wherein the majority of the people focus on farming and other agricultural products which most of them use for work. Philippine National Police of Ozamis City announced the full implementation of the city ordinance regarding the “No Shoes, No Travel” policy in the area. In a statement, the PNP said the implementation of the policy started on January 10, 2017, and will apply to both the driver and back rider. The wearing of shoes is required, mandating all motorcycle riders to wear standard protective gear while driving (Batuhan, 2017).

This study is more particularly focused on two main cognitive abilities supporting risk awareness hazard detection, corresponding to riders' skill to perceive critical events occurring in the road environment and to identify it as a threat, and situational criticality assessment, corresponding to a subjective assessment of the accident risk (Tagliabue et al., 2017). The aim is to assess motorcyclists' performances in risk awareness according to their experience in implementation of “No-Shoes, No-Travel Policy” a protocol advocated to assure more and eliminated possible results that could lead to an accident which contribute to driver safety of a motorcycle in the Philippines and gives riders a sense of freedom to enjoy and use the open road while keeping safe. Motorcycling declares to secure and safeguard its citizenry, particularly the operators or drivers of motorcycles and their passengers (Turner, 2020).

This study with the title "No Shoes, No Travel Policy in Ozamis City: A case study" will be conducted to acquire the effectiveness on the implementation of the No-Shoes-No-Travel Policy in Ozamis City given that all motorcycle riders (the driver and back rider) must wear standard protective gear while driving motorcycles, whether it is a long or short rides, at any time of the day, in any type of road and highway (Solah et al., 2019). It is important for motorcyclists to understand the risks of riding without a shoe. A motorcycle does not provide the structural protection compared to a car that keeps drivers safe in the event of an accident, due to inciting traffic accidents, they implement policy regarding the safety of the motorist (Nguyen-Phuoc, 2020).

Nowadays, traffic safety compliance is becoming a problem that everyone is concerned about. Traffic obedience contributes to making traffic more convenient while avoiding unfortunate accidents (Mac et al., 2019). However, there are still some individuals who still take this lightly. According to the Land Transportation Office (LTO), it explicitly prohibits open-toe footwear for motorcyclists. Doing so is a ticket-worthy offense that demands a fine and even license revocation.

Section 11 E of the LTO Administrative Order AHS-2008-15 further directs that "for wearing of flip flops, sandals or slippers or being barefooted while operating a motorcycle or scooter on a road or highway, a fine of Five Hundred Pesos (P500.00) for the first offense, Seven Hundred Pesos (P700.00) for the second offense and a fine of One Thousand Pesos (P1000) and revocation of driver's license for the third offense. The passenger or pillion rider is similarly prohibited from wearing slippers, flip-flops, sandals, or any other type of open-toe footwear. Only closed-toe shoes, boots, and footwear are allowed. If you crash your bike and your unprotected feet hit the ground, the result could be a gnarly and bloody affair. So, if you value your money, license, and not to mention your safety, then it would be wise to wear the right gear.

While riding boots are always the safest type of footwear for riding a motorcycle, there are other options you can take. If you are going for a short ride, perhaps around your neighborhood or a nearby area, then a pair of lightweight

sneakers would do. It does not have to be fancy, but your toes do need to be covered to comply with the LTO's directives. On longer rides on the highway, touring boots are best. Of course, these tend to be heavier but provide plenty of coverage. Adventure boots are best for dual-sport riding. These are similar to touring boots but are designed to withstand all types of weather conditions. There are also dirt bike boots and racing boots, and you can probably guess their purpose.

No one likes getting tickets and paying for fines, and surely no one would want their driver's license revoked. If you value riding your motorcycle as much as you say you do, then please wear the proper footwear at all times as you may now know, there are plenty of footwear options you could ride with instead of slippers. Pick one of them according to your riding style and needs, and you would be significantly more protected. Riding a motorcycle while wearing slippers is a bad idea. Not only is it illegal, but you would be unnecessarily endangering yourself, your passenger, and other motorists on the road.

The research study recommends that the local authorities should continue their commendable efforts and strategic supervision in imposing the said policy in Ozamis City, as well as the compliance and participation of the citizens to the No Shoes, No Travel Policy, specifically the motorists (Fraedrich et al., 2019). In that way, this policy will be more improved in securing the riders and their passengers from life threatening accidents and road crashes (Wang et al., 2017). In addition, motorcycles are the most common type of vehicle involved in traffic deaths in developing countries (Chaichan et al., 2020). With the above discussion in mind, supporting the implementation of this policy as it involves the safety of our people is very crucial. In which motorcycles do not provide protective structural surrounds and sophisticated restraints, which are required in automobiles and light trucks, are not available to motorcycle riders (Minjares-Kyle & Jillette, 2018).

The facts and studies mentioned above provide the interest of the researchers to pursue the study. It aimed to explore the experiences of the motorist in the No Shoes, No travel Policing.

2. Materials and Methods

The undertaking utilized the qualitative type of research, specifically the case study. The case study research design will be used in this study. A case study provides an in-depth evaluation of the unit of analysis (case). As a result, data triangulation is a key component of the design, with the goal of providing a detailed, comprehensive, and contextual description. Data from a variety of sources add credence to the study (Smith, 2018). A case study is an effective research strategy because it gives tangible, contextual, and in-depth information on a specific real-world topic. It enables the researcher to explore further into the case primary characteristics, meanings, and implications. The design is deemed appropriate in exploring the experiences of the learners in the implementation of the modular learning modality.

The study was conducted in Ozamiz City, Misamis Occidental. Ozamiz City is agricultural by resources, but it has potential to become a commercial center in this part of Mindanao, considering its strategic location and its peaceful atmosphere. The city has an excellent harbor location; its local port is the principal outlet of mineral deposits, agricultural and forest products of the rich provinces of the two Zamboanga which are Lanao Del Norte and Misamis Occidental. The city comprises a total of 51 barangays wherein 23 are classified as urban and 28 classified

as rural. The research locale is where the participants were located. It is a place where the policy is implemented and in accordance with the city ordinance. Most of the people who live here use motorcycles as primary equipment of agricultural and goods transportation, where most of the product has come from different provinces where it is convenient to use motorcycles due to the low maintenance and cheap gasoline fee in saving more money.

It composed five motorists who were voluntarily participated with the study, Purposive and snowball sampling were used. Purposive sampling involves the researcher using their discretion to select suitable study participants based on their knowledge of the context of the systematic investigation. Snowball sampling, on the other hand, relies on existing research participants to help identify additional potential subjects, the identity of the participants was obtained list from Local Police Station from the City who violated the traffic policy. The participant was selected through the following criteria: 1) The driver not less than five years and 2) residence in Ozamiz City 3) have experience in committing traffic violation.

An interview guide was used to obtain information of the motorist of Ozamis City who served as research participants. The tool contains questions that assess the level of implementation of the no-shoes-no-travel policy. The questions on the interview guide are based on the Implementing Rules and Regulations (IRR) of shoes. The instrument is composed of opening questions to obtain the needed profile of the respondents, the core questions and the closing questions. Further, during the conduct of the interview, the researchers recorded the conversation for future reference during the data interpretation. Moreover, aside from recording the interview process, the researchers prepared a recording sheet to record the important points given by the participants.

Data collection is vital in every research endeavor. Thus, data collection should be done thoroughly to obtain the necessary information from the participants. Before the actual interview with the identified participants, the researchers asked permission from the Dean of the College of Criminology of the university, allowing the researchers to pursue the study and to conduct the interview through a formal letter. Once the approval from the dean is obtained, the researchers asked permission from the Local Police Station to allow them to conduct the study within the city. Upon obtaining the necessary permissions, the researchers identified the participants of the study. The researchers set an appointment with the identified participants and proposing the schedule of the interview. The researchers informed the participants that the conversation would be recorded and assured them that all their responses will be kept with the utmost confidentiality. Further, considering the COVID-19 pandemic, the researchers observed proper health and safety protocol in the conduct of the data gathering.

3. Results and Discussions

This part presents the different themes that were emerged from the different experience of the participants of the study during the conduct of the interview. The study explored the cause and insight of the motorist towards the experience of ordinance in No Shoes, No Travel Policy in Ozamiz City. Specially, the study aimed to determine the profile of the participant interviews of age, civil status, and gender and also to determine the experiences of the motorist the time they were caught/ violated the ordinance of not wearing shoes using the qualitative research method, and participated by five (5) randomly selected motorists. The participants were chosen based on the list from Local Police Station in the City who violated the “No Shoes, No Travel Policy”. These motorists that the researchers randomly select are living within Ozamiz City. Experience of the motorists in the “No Shoes, No

Travel Policy”, There were four (4) themes identified such as: (1) Environment Condition and Emergency pushes a driver to commit a violation, (2) Wasted Money as a result of a violation, (3) Calm and Acceptance, (4) Realization and understanding the purpose of the Ordinance.

Table 1. Profile of the Participant

Code Name	Age	Civil Status	Gender
P1	59	Married	Male
P2	29	Single	Male
P3	53	Married	Male
P4	56	Married	Male
P5	39	Married	Male

3.1. Environment Condition and Emergency pushes a driver to commit a violation

Environment conditions and emergencies push a driver to commit a violation causing a road traffic injury which leads to serious health issues in the world and the main cause of death (Haghdoost et al.,2022). One of the most influential variables in road traffic accidents is environmental risk factors. It appears that improving roads and paying attention to road building standards, as well as training drivers to coordinate their driving behavior with road conditions, can help reduce deaths and injuries. These were the shared experiences of the participants:

Code Name	Responses
P1	I was in a rush this time since there was an emergency.
P5	I don't have shoes to bring in an emergency, and then I have a patient, so I forgot to wear my shoes at the time.
P2	I don't have shoes to bring in an emergency, and then I have a patient, so I forgot to wear my shoes at the time.
P3	It was raining at the time, sir, so I removed my shoes.

In the study of Edwards (2018), who researched the association between environmental variables and vehicle accidents, individuals with clear weather variables, the severity and frequency of RTA increased significantly in rain and fog situations and investigated some of the other key parameters, such as rainfall intensity, visibility, temperature, and wind speed, in a similar vein low visibility, wet roads, and cold temperatures. Many road users who commit this violation usually do that because the weather is always raining and they are tired of wearing shoes, and also, they were in a rush and forgot to wear shoes (Hudson, 2022).

3.2. Wasted Money as a result of a violation

In the Philippines, the government is currently enforcing tighter traffic rules and restrictions. The authorities want to alleviate traffic congestion in the country and make sure that both vehicles and pedestrians are safe (Talamini et

al., 2022). As a result, police officers and road officers are empowered to apprehend motorists who violate the law. Moreover, one thing that dominates among all drivers is that the violation is subject to corresponding sanctions and penalties. Many drivers find these monetary sanctions somehow a waste of money, since this money could have been better used or invested. But there is no exception to the rule and everyone who violates must pay the corresponding penalty (Huebner & Shannon, 2022). These were the shared experiences of the participants:

Code Name	Responses
P1	The CTMS issued me a ticket that time that's why I feel so nervous because I don't have money to pay my violation; I'm upset that I wasted the money because the penalty and we had very little income.
P2	I'll just pay my penalty and wasted my money because of my wrongful action, I understand how tough it is to earn money these days, especially because I too have low earnings.
P3	That money was meant to go toward family needs, but it's been cut off by paying the fine I violated.
P4	I was worried that if we didn't get our license, it would affect my daily income because I am the only one who works in our family.
P5	I'm just wasting money that might be put to better use on a regular basis when I have to pay my penalty.

Effective road traffic accident remedies involve contributions from both technical and behavioral sciences. Despite extensive driving training and skill to handle motor vehicles, many road users are still violating the rules of traffic repeatedly. Thus, the government both local and national implement higher penalties that seems unfavorable to the populace. This is also the reason that some of the road users are trying to bribes officers to escape larger penalties.

3.3. Calmness and Acceptance in the violation

Individuals who break traffic laws must face consequences. That does not, however, imply that violators should surrender as soon as being apprehended. On the road, one must be aware of the rights and be well-versed in the law. It will undoubtedly save motorists from tragedy and drive more confidently. However, it is critical that motorists must practice controlling emotions in any situation in order to maintain appropriate road order (Sukhov et al., 2022). When a motorist is pulled over for the first time, he or she is vulnerable to panic and overthinking. Remember that overthinking leads to bad decision-making, which might exacerbate the situation. Listen to what the enforcer has to say before trying to defend oneself. Contest only after the officer has said the violation for which it was violated. Nonetheless, motorists must do so calmly, with courtesy and acceptance of the violation committed. These were the shared experiences of the participants:

Code Name	Responses
P1	I'm being calm of having conversation with the officer because I know already that I have violation for not wearing shoes.
P2	I'm not upset since the policy already exists and they are doing their job; I Calmly spoke with the law enforcer, but I didn't even ask for a request or consideration.
P3	I'm still calm and I don't argue anymore because I'm wrong and I just accept my wrongdoing.
P4	After receiving a penalty for not wearing shoes, I accepted my fault since I disobeyed the city's ordinance.
P5	I'm sad because of the punishment, so I give way; there are no hard feelings since I realize they were just doing their job.

When calmness and acceptance are maintained, things will continue to run smoothly without any hesitation. Moreover, it can be a savior for many drivers who do not wish to engage in any unlawful driving. Calmness and acceptance are personal which helps us achieve security and avoid anxiety and chaos to make the drivers lives better.

3.4. Realization and understanding the purpose of the Ordinance

The basic goal of traffic legislation is to ensure safety while simultaneously maintaining order (Woods, 2022). One of the most important components of driving is obeying traffic laws, which can improve safety as well as the safety of the people around. Knowing and following the traffic rules can help avoid getting into accidents and avoid the pain and expense of a traffic ticket for a violation. There would be anarchy on the highways if there were no traffic laws, and many calamities may occur. Thus, somehow, motorists learn to understand and appreciate the significance of traffic laws and ordinances and properly obey to prevent any violations (Sam, 2022). These were the shared experiences of the participants:

Code Name	Responses
P2	I agree with the regulation because it allows us, the drivers, to look presentable to our passengers while driving, and it also keeps us from being burned at the foot of the motorcycle's engine, preventing us from suffering injuries to our feet.
P3	It helps all drivers since the shoes will give protection to us not be able to feel the heat in your foot on the engine of our motorbike, and you will also be protected from harm
P4	This policy can help us, particularly when driving in a hot engine and avoiding foot burns
P5	It also prevents us from getting burned by the engine because it gets hotter after hours of driving it does

One of the significant keys to lessen road violation is to have traffic education. This is a kind of formal or informal education that aims at learning and improving the knowledge, insight, skills, and attitudes that are necessary for safe traffic participation. Road users once they are fully informed of a certain ordinance or rules, they can avoid violation that may waste their time and money. Road users can understand this road rule through imparting the knowledge concerning traffic safety wherein the need for safety training, and education emphasized. And practice and training in the actual application which deals the practical aspects safety education wherein one is taught to become capable of assess themselves whether they have or have not violate the rules.

4. Conclusions

After data collection with participants in the study, the research revealed the following findings, which were grouped together by themes such as Environment Condition and Emergency pushes a driver to commit a violation, Wasted Money as a result of a violation, Calmness and Acceptance in the violation and Realization and understanding the purpose of the Ordinance. According to the findings of the study, the majority of motorists face a variety of issues, such as Environment Condition and Emergency pushes a driver to commit a violation, which causes the drivers to break the ordinance as a result of the poor weather condition, makes them to disregard the ordinance regulating their safety. Calmness and Acceptance in the violation, some motorists are communicative, claiming that by the time they commit traffic offenses, they have accepted their mistake because they are aware that wearing flip-flops while driving is prohibited. Realization and understanding the purpose of the ordinance are enforcers will be more relaxed when communicating with violators by the time they show respect and good manners, even if they choose to issue a citation as to be fair to others. This has a positive impact on both the violator and the enforcer, helping to avoid conflict and educating them where they are simply doing their job to ensure everyone's safety.

People comply with the requirement to wear basic protective shoes with shoe laces when riding a motorcycle. The appointed people of the No Shoes No Travel Policy in Ozamiz are constantly monitored. Every pair of shoes that is worn contains laces, regardless of the brand. The No Shoes, No Travel policy ensures the riders' and their back riders' safety. Everyone, especially back riders, must wear shoes; no one is excused from this act. Anyone found violating the No Shoes No Travel Policy by not wearing protective motorcycle shoes faces fines based on the number of violations. The LTO releases guidelines on a regular basis can help execute the Act's provisions.

5. Recommendations

It was recommended to the drivers that always have a spare pair of shoes so that if one gets wet it may be replaced with a dry one, and be extra careful in wet weather. The researchers further recommend drivers to obey the ordinance in order to avoid paying a penalty that beyond their financial means, as well as to avoid large medical expenses in the hospital if they get injured or wounded as a result of disregarding the ordinance.

To the CTMS, in collaboration with the Land Transportation Office, may continue to show calm, patience, and respect when dealing with the ordinance, particularly for those who have violated the city ordinance. They always keep up their good work in enforcing the No Shoes No Travel ordinance while they connote be associated with any kind of bias. To the Ozamiz City local government, they continue to use strategic oversight to safeguard the safety

and security of its citizen's aspects. Future, to the researchers who will continue to research the No Shoes No Travel Policy, they address the issue of the connection between the use of shoes and the prevention of serious injuries.

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The authors declare no competing financial, professional and personal interests.

Consent for publication

Authors declare that they consented for the publication of this research work.

Authors' Contributions

All authors equally contributed in data collection, research and paper drafting.

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